

**2004**  
**Virginia Department of Transportation**  
**Daily Traffic Volume Estimates**  
**Including Vehicle Classification Estimates**  
where available

**Jurisdiction Report**  
**18**

Charles City County

Prepared By  
**Virginia Department of Transportation**  
**Mobility Management Division**

In Cooperation With  
**U.S. Department of Transportation**  
**Federal Highway Administration**

Virginia Department of Transportation  
Mobility Management Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

## Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

### QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

### QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.





**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source





**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

## Route Shield Legend

### Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

### Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wye - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
Mobility Management Division  
2004  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Charles City Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
<div>5</div> <div>156</div>	Charles City County	From: Henrico County Line	4.34	1400	G	87%	1%	2%	7%	3%	0%	C	0.095	F	0.715	1400	G
		To: SR 156 E Int	3.69	2700	G	92%	1%	1%	3%	4%	0%	F	0.088	F	0.556	2700	G
<div>5</div>	Charles City County	From: 18-609	5.68	2400	G	92%	1%	1%	3%	4%	0%	C	0.092	F	0.535	2400	G
		To: SR 155 Charles City CH	3.81	2000	G	94%	1%	1%	2%	3%	0%	C	0.1	F	0.561	2000	G
<div>5</div> John Tyler Memorial Hwy	Charles City County	From: 18-632	9.47	2200	G	94%	1%	1%	2%	3%	0%	F	0.088	F	0.512	2200	G
		To: James City County Line, Chickahominy Bridge															
<div>106</div> <div>156</div>	Charles City County	From: Prince George County Line	1.31	4100	G	89%	1%	1%	2%	8%	0%	F	0.09	F	0.505	4100	G
		To: SR 5; SR 156 Tyler Memorial Hwy	6.67	2100	G	80%	0%	2%	3%	15%	0%	C	0.089	F	0.519	2100	G
<div>106</div> Roxbury Rd	Charles City County	From: 18-656 Bradley Rd	3.13	2600	G	75%	1%	1%	4%	19%	0%	C	0.084	F	0.514	2600	G
		To: New Kent County Line															
<div>106</div> Roxbury Rd	New Kent County (Maint: 18)	From: Charles City County Line	0.43	2600	N	75%	1%	1%	4%	19%	0%	N	0.084	N	0.514	2600	N
		To: New Kent County Line															
<div>155</div>	Charles City County	From: SR 5 Charles City CH	3.67	1900	G	94%	0%	1%	2%	3%	0%	F	0.081	F	0.574	1900	G
		To: 18-612	2.75	3300	G	94%	0%	1%	2%	3%	0%	C	0.081	F	0.651	3300	G
<div>156</div> <div>106</div>	Charles City County	To: New Kent County Line															
		From: Prince George County Line	1.31	4100	G	89%	1%	1%	2%	8%	0%	F	0.09	F	0.505	4100	G
<div>156</div> <div>5</div>	Charles City County	From: E SR 5	4.34	1400	G	87%	1%	2%	7%	3%	0%	C	0.095	F	0.715	1400	G
		To: Henrico County Line															

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Annual Average Daily Traffic Volume Estimates By Section of Route  
Charles City Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Charles City County																
(600)	Charles City Rd	0.40	1300	R	From:	Henrico County Line					NA			NA		1999
					To:	18-603 Old Union Rd										
(600)	Charles City Rd	2.28	310	R	From:						NA			NA		1999
					To:	18-622										
(600)	Charles City Rd	0.96	300	R	From:						NA			NA		1999
					To:	SR 106 Roxbury Rd										
(601)	Liberty Church Rd	0.40	70	R	From:	Dead End					NA			NA		02/27/2002
					To:	18-615 Glebe La										
(602)		1.03	1300	G	From:	SR 155				F	0.109	F	0.513	1300	G	2004
					To:	1.03 MW SR 155										
(602)		1.65	1400	G	From:					F	0.106	F	0.502	1400	G	2004
					To:	18-618										
(602)		2.18	1500	G	From:					F	0.102	F	0.655	1500	G	2004
					To:	18-630										
(602)		0.83	1800	G	From:					C	0.101	F	0.75	1800	G	2004
					To:	18-609										
(603)	Old Union Rd	1.96	490	R	From:	18-609					NA			NA		1999
					To:	SR 106 Roxbury Rd										
(603)	Old Union Rd	2.14	1000	R	From:						NA			NA		1999
					To:	18-600 Charles City Rd										
(604)	Warriner Rd	2.60	240	R	From:	SR 106 Roxbury Rd					NA			NA		1999
					To:	Henrico County Line										
(606)	Carters Mill Rd	0.30	50	R	From:	SR 5					NA			NA		1999
					To:	Henrico County Line										
(607)		0.87	870	G	From:	SR 5				F	0.116	F	0.77	880	G	2004
					To:	SR 106										
(607)		0.27	1300	G	From:					F	0.098	F	0.615	1300	G	2004
					To:	18-658										
(607)		0.57	1000	G	From:					C	0.099	F	0.636	1100	G	2004
					To:	18-639										
(607)		1.07	740	G	From:					F	0.117	F	0.615	740	G	2004
					To:	18-642										
(607)		1.18	590	G	From:					F	0.092	F	0.638	600	G	2004
					To:	18-609 NORTH										
(607)		2.34	520	G	From:	18-609 SOUTH				F	0.108	F	0.558	520	G	2004
					To:	18-648										
(607)		0.85	700	G	From:					F	0.115	F	0.534	700	G	2004
					To:	18-618										
(608)	Shirley Plantation	1.59	180	R	From:	Dead End					NA			NA		1999
					To:	SR 5										
(609)		0.46	580	G	From:	SR 5				F	0.097	F	0.615	580	G	2004
					To:	18-637										
(609)		1.06	530	G	From:					F	0.102	F	0.529	530	G	2004
					To:	18-625										



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Route		Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
							2Axle	3+Axle	1Trail	2Trail							
Charles City County																	
609		0.70	590	G	From:	18-625					F	0.095	F	0.518	590	G	2004
					To:	18-607 SOUTH											
609		0.69	500	G	From:	18-607 SOUTH					F	0.107	F	0.618	510	G	2004
					To:	18-607 NORTH											
609		3.51	690	R	From:						NA			NA		02/27/2002	
					To:	18-602											
609		1.14	1900	G	From:	18-602					C	0.103	F	0.767	1900	G	2004
					To:	18-603											
609		0.89	1400	G	From:	18-603					F	0.105	F	0.715	1400	G	2004
					To:	18-631											
609		1.75	2100	G	From:	18-631					F	NA		2000	G	2004	
					To:	SR 106											
610	Green Oak Rd	1.82	380	R	From:	Dead End						NA			NA		1999
					To:	SR 155											
611	Kizze Rd	0.25	70	R	From:	18-630 Samaria La						NA			NA		02/27/2002
					To:	Dead End											
612	Ruthville Rd	0.80	120	R	From:	Dead End						NA			NA		02/27/2002
					To:	18-615 Glebe La											
612	Ruthville Rd	0.97	240	R	From:	18-615 Glebe La						NA			NA		1999
					To:	18-646 Oakwood Rd											
612	Ruthville Rd	1.00	670	R	From:	18-646 Oakwood Rd						NA			NA		1999
					To:	SR 155											
613	Shady Point Rd	1.30	100	R	From:	Dead End						NA			NA		02/27/2002
					To:	1.30 MN Dead End											
613	Shady Point Rd	2.11	230	R	From:	1.30 MN Dead End						NA			NA		02/27/2002
					To:	18-623 Willcock Neck Rd											
613	Shady Point Rd	3.50	330	R	From:	18-623 Willcock Neck Rd						NA			NA		1999
					To:	SR 5 John Tyler Memorial Hwy											
614	Sturgeon Point Rd	1.33	80	R	From:	Dead End						NA			NA		02/27/2002
					To:	SR 5 John Tyler Memorial Hwy											
614	Sturgeon Point Rd	3.60	420	R	From:	SR 5 John Tyler Memorial Hwy						NA			NA		1999
					To:	18-615 Glebe La											
614	Sturgeon Point Rd	3.93	1100	G	From:	18-615					C	0.081	F	0.663	1100	G	2004
					To:	SR 155											
614	Sturgeon Point Rd	0.18	60	R	From:	SR 155						NA			NA		1999
					To:	Dead End											
615	Glebe La	2.20	740	R	From:	SR 5						NA			NA		1999
					To:	18-612 Ruthville Rd											
615	Glebe La	0.90	730	R	From:	18-612 Ruthville Rd						NA			NA		1999
					To:	18-626 Old Elam Cemetery											
615	Glebe La	1.50	480	R	From:	18-626 Old Elam Cemetery						NA			NA		1999
					To:	18-614 Sturgeon Point Rd											
615	Glebe La	5.37	680	R	From:	18-614 Sturgeon Point Rd						NA			NA		1999
					To:	18-623 Willcock Neck Rd											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Charles City County																
616 Adams Bridge Rd	0.30	20	R	From:	SR 5 John Tyler Memorial Hwy					NA			NA		02/27/2002	
				To:	Dead End											
617 Monguy Rd	2.10	130	R	From:	SR 106 Roxbury Rd					NA			NA		1999	
				To:	Dead End											
618 Wilcox Wharf Rd	1.18	100	R	From:	Dead End					NA			NA		1999	
				To:	SR 5 EAST											
618 Adkins Rd	3.40	220	R	From:	SR 5 WEST					NA			NA		1999	
				To:	18-607											
618	0.49	1200	G	97%	1%	0%	1%	1%	0%	F	0.09	F	0.518	1200	G	2004
618	1.41	1800	G	97%	1%	0%	1%	1%	0%	C	0.105	F	0.531	1800	G	2004
				To:	18-620											
618	0.74	1100	G	97%	1%	0%	1%	1%	0%	F	0.097	F	0.5	1100	G	2004
				To:	18-654											
618	0.95	1100	G	97%	1%	0%	1%	1%	0%	F	0.083	F	0.523	1100	G	2004
				To:	18-631											
618	2.00	1000	G	97%	1%	0%	1%	1%	0%	F	0.085	F	0.691	1000	G	2004
				To:	New Kent County Line											
619 Weyanoke Rd	2.56	250	R	From:	Dead End					NA			NA		1999	
				To:	18-638 Mapisco Rd											
619 Weyanoke Rd	0.91	980	R	From:	SR 5					NA			NA		1999	
				To:	18-609											
620	2.51	420	R	From:	18-618					NA			NA		1999	
				To:	Dead End											
621	0.50	49	R	From:	0.50 MW Dead End					NA			NA		02/27/2002	
				To:	18-623 Willcock Neck Rd											
621	2.00	100	R	From:	SR 106 Roxbury Rd					NA			NA		1999	
				To:	18-600 Charles City Rd											
622	0.98	130	R	From:	18-613 Shady Point Rd					NA			NA		1999	
				To:	SR 5 John Tyler Memorial Hwy											
623 Willcock Neck Rd	4.17	670	R	From:	18-621					NA			NA		1999	
				To:	18-615 Glebe La											
623 Willcock Neck Rd	1.19	380	R	From:	1.00 MN 18-615					NA			NA		02/27/2002	
				To:	Dead End											
623 Willcock Neck Rd	1.00	130	R	From:	18-615 W; Glebe La					NA			NA		1999	
				To:	18-615 E; Glebe La											
624 Horseshoe Rd	3.10	160	R	From:	18-658 Kimages Rd					NA			NA		1999	
				To:	18-609											

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						2Axle	3+Axle	1Trail	2Trail							
Charles City County																
(626) Old Elam Cemetery	0.50	10	R	From:	Dead End					NA		NA	02/27/2002			
				To:	0.50 MN Dead End											
(626) Old Elam Cemetery	1.00	420	R	From:						NA		NA	1999			
				To:	18-615 Glebe La											
(627) Old Neck Rd	1.80	320	R	From:	18-623 Willcock Neck Rd					NA		NA	1999			
				To:	Dead End											
(628) Courthouse Green	0.04	280	R	From:	Dead End					NA		NA	1999			
				To:	18-644 Courthouse Rd											
(629) Alpine Rd	0.46	40	R	From:	0.26 MW 18-618					NA		NA	02/27/2002			
				To:	Dead End											
(630) Samaria La	0.52	580	R	From:	18-602					NA		NA	1999			
				To:	18-611 Kizze Rd											
(630) Samaria La	1.07	400	R	From:						NA		NA	1999			
				To:	18-631 Cool Hill Rd											
(631) Cool Hill Rd	0.60	760	R	From:	18-618					NA		NA	1999			
				To:	18-630 Samaria La											
(631) Cool Hill Rd	3.20	320	R	From:						NA		NA	1999			
				To:	18-609											
(632) Tyler's Mill Rd	1.00	46	R	From:	Dead End					NA		NA	02/27/2002			
				To:	SR 5 John Tyler Memorial Hwy											
(633) Sterling Heights La	0.25	210	R	From:	Dead End					NA		NA	1999			
				To:	18-640 Herring Creek Rd											
(634)	0.16	160	R	From:	Dead End					NA		NA	1999			
				To:	SR 155											
(635) Holy Tree La	0.50	270	R	From:	18-620					NA		NA	1999			
				To:	Dead End											
(636) Shady La	0.65	210	R	From:	SR 5					NA		NA	1999			
				To:	Dead End											
(637) Wyatts La	0.50	110	R	From:	19-609					NA		NA	1999			
				To:	Dead End											
(638) Mapisco Rd	0.66	230	R	From:	18-619 Weyanoke Rd					NA		NA	1999			
				To:	Dead End											
(639) The New Rd	1.00	310	R	From:	Dead End					NA		NA	1999			
				To:	18-607											
(640) Herring Creek Rd	0.06	140	R	From:	SR 5 WEST					NA		NA	1999			
				To:	18-633 Sterling Heights La											
(640) Herring Creek Rd	0.10	120	R	From:						NA		NA	1999			
				To:	SR 5 EAST											
(641) Little Elam Rd	1.50	400	R	From:	Dead End					NA		NA	1999			
				To:	18-607											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Charles City County																
642 Stagg Run Rd	0.73	170	R	From:	Dead End					NA			NA		1999	
				To:	18-607											
643 The Crossover	0.02	100	R	From:	18-644 Courthouse Rd					NA			NA		1999	
				To:	SR 5											
644 Courthouse Rd	0.31	230	R	From:	SR 5 WEST					NA			NA		1999	
				To:	18-628 Courthouse Green											
644 Courthouse Rd	0.14	920	R	From:						NA			NA		1999	
				To:	SR 5 EAST											
645 Chickahominy Bluff Rd	0.17	80	R	From:	Dead End					NA			NA		02/27/2002	
				To:	SR 5 John Tyler Memorial Hwy											
646 Oakwood Rd	0.20	40	R	From:	18-612 Ruthville Rd					NA			NA		02/27/2002	
				To:	Dead End											
647	0.43	160	R	From:	18-618 Adkins Rd					NA			NA		1999	
				To:	Dead End											
648 New Quator Rd	0.30	30	R	From:	Dead End					NA			NA		02/27/2002	
				To:	18-607											
649	0.51	70	R	From:	18-618 Adkins Rd					NA			NA		02/27/2002	
				To:	Dead End											
650 Cattail Rd	3.20	370	R	From:	SR 106 Roxbury Rd					NA			NA		1999	
				To:	18-609											
651 Legion Rd	0.20	20	R	From:	SR 155					NA			NA		02/27/2002	
				To:	Dead End											
652 Wian La	0.31	40	R	From:	Dead End					NA			NA		1999	
				To:	SR 106 Roxbury Rd											
653 Mt. Pleasants	0.12	400	R	From:	18-609					NA			NA		1999	
				To:	18-603 Old Union Rd											
654 Deerfield Rd	0.40	70	R	From:	18-618					NA			NA		1999	
				To:	0.40 ME 18-618											
654 Deerfield Rd	0.60	9	R	From:						NA			NA		02/27/2002	
				To:	Dead End											
655 Salem Run Rd	0.35	60	R	From:	18-650 Cattail Rd					NA			NA		02/27/2002	
				To:	Dead End											
656 Bradley Rd	0.10	160	R	From:	SR 106 Roxbury Rd					NA			NA		1999	
				To:	18-603 Old Union Rd											
658 Kimages Rd	3.10	230	R	From:	SR 5					NA			NA		1999	
				To:	18-607											
659 Old Ferry Rd	1.01	130	R	From:	Dead End					NA			NA		1999	
				To:	SR 5											

Virginia Department of Transportation  
Mobility Management Division  
2004  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Charles City Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Charles City County																
(660) Munford Dr	0.32	230	R	From:	Dead End					NA			NA			1999
				To:	SR 155											
(661) The Loop Rd	0.46	150	R	From:	18-604 N; Warriner Rd					NA			NA			1999
				To:	18-604 S; Warriner Rd											
(662) Community Center Rd	0.05	80	R	From:	18-612 Ruthville Rd					NA			NA			1999
				To:	Dead End											
(663) Harrison Park Rd	0.11	40	R	From:	Dead End					NA			NA			1999
				To:	18-607											
(664)	0.45	310	R	From:	SR 106 S; Roxbury Rd					NA			NA			02/27/2002
				To:	SR 106 N; Roxbury Rd											
(665) Harrison Lake Rd	0.18	90	R	From:	SR 5					NA			NA			02/27/2002
				To:	Dead End											
(666) Harrison Lake Rd	0.54	140	R	From:	Dead End					NA			NA			02/27/2002
				To:	18-603 Old Union Rd											
(667)	0.22	370	R	From:	18-664					NA			NA			02/27/2002
				To:	Dead End											
(670)	0.19	160	R	From:	Dead End					NA			NA			02/27/2002
				To:	18-609											
(675) Collins Run Pkwy	0.21	60	R	From:	Cul-de-Sac					NA			NA			1999
				To:	18-610 Green Oak Rd											
(680) Old Holley Rd	0.42	90	R	From:	Cul-de-Sac					NA			NA			1999
				To:	18-603 Old Union Rd											
(803)	0.50	140	R	From:	Dead End					NA			NA			02/27/2002
				To:	18-603 Old Union Rd											
(9088)	0.05	50	R	From:	18-644 Courthouse Rd					NA			NA			1999
				To:	0.05 ME 18-644											
(9088)	0.06	20	R	From:						NA			NA			1999
				To:	18-643; 18-644											
(9089)	0.06	310	R	From:	18-615 Glebe La					NA			NA			1992
				To:	Charles City High School											
(9476)	0.02	210	R	From:	18-602					NA			NA			1992
				To:	0.02 MS 18-602											
(9476)	0.07	210	R	From:						NA			NA			1992
				To:	Charles City Primary School											
(9671)	0.10	210	R	From:	18-609					NA			NA			1992
				To:	Charles City Elem School											